

rate of production. Drilling in the Arctic Refuge does nothing to address the immediate need of the Federal Government to respond to fluctuations in gas prices and help expand refining capacity. Those who offer the Refuge as the solution to our need for energy independence are pointing us in the wrong direction.

This year's Energy bill finally moves past this misguided debate and other fiscally and environmentally irresponsible proposals. The United States is at an important juncture. By supporting the Energy bill, I am supporting a new direction for our Nation's energy policy: one that encourages renewable energy, conservation of the resources we have, and American innovation.

GREAT LAKES SHORT SEA SHIPPING ACT

Ms. STABENOW. Mr. President, I speak in support of the Great Lakes Short Sea Shipping Act of 2007. This legislation will exempt from the harbor maintenance tax certain commercial cargo loaded or unloaded at U.S. ports in the Great Lakes Saint Lawrence System.

In recent years, transportation planners have been struggling to identify ways to move people and goods more efficiently. Congested highways, particularly at the Detroit, Michigan/Windsor, Ontario border crossing, the busiest border crossing in North America, acts as a huge constraint to economic growth.

The purpose of the Harbor Maintenance Tax, HMT, is to generate revenue from port users for port maintenance conducted by the U.S. Army Corps of Engineers. The Corps maintains Federal shipping channels by conducting periodic dredging, which is necessary to remove sand and silt that occur naturally in shipping channels. HMT receipts are placed in the harbor maintenance trust fund, which serves as a source of revenue for the Corps' dredging budget. The HMT is assessed on cargo transported between U.S. ports and cargo imported to U.S. ports from other countries. Exports are not assessed a tax. More specifically, the tax is not paid by the vessel owner, nor the port, but by the owner of the cargo in each ship. The bill would provide a narrow exemption to the HMT for the movement of nonbulk only commercial cargo by water in the Great Lakes region, which includes the movement of freight and people between the U.S. ports on the Great Lakes and between Canadian and U.S. ports on the Great Lakes.

This very narrow exemption would remove the current disincentive to moving freight by water and allow the region's transportation planners to develop new shipping services to not only relieve highway congestion, but to improve air quality as well. Moreover, the legislation could open up new shipping services to be offered on the Great Lakes, thus creating jobs in the mari-

time sector. One of the other benefits is that this exemption will offer options for trucks that may choose to use the bridges, tunnels, or now ferry service. Because the Detroit/Windsor border crossing is the busiest border crossing in North America, any alternative mode of transportation that allows for commerce to flow more smoothly, quickly, and efficiently is beneficial not only to the Great Lakes region, but to the country. Also, in this time of us working to be more responsible and have a cleaner environment for our children, allowing trucks off of the congested highways and onto ferries where they can cut off engines and not idle, will reduce air emissions, improve air quality, and cut down on gasoline usage.

Moreover, since trucks currently use roads rather than ferries to move around the Great Lakes region, the Federal Government does not HMT on their cargo. Under this proposed legislative exemption, if a truck boarded a ferry, the Federal Government would still not collect a tax.

HONORING OUR ARMED FORCES

STAFF SERGEANT ROY P. LEWSADER, JR.

Mr. BAYH. Mr. President, with a heavy heart and deep sense of gratitude, I honor the life of a brave soldier from Clinton. Roy P. Lewsader, Jr., 36 years old, was killed on June 16 while deployed in Tarin Kowt, Afghanistan, when a rocket-propelled grenade detonated near his vehicle. With a promising future ahead of him, Roy risked everything to fight for the values Americans hold close to our hearts, in a land halfway around the world.

Roy was killed while serving his country in Operation Enduring Freedom, his second tour of duty in the ongoing war against terrorism. He was assigned to the 1st Brigade, 1st Infantry Division, stationed in Fort Riley, KS.

Today, I join Roy's family and friends in mourning his death. While we struggle to bear our sorrow over this loss, we can also take pride in the example he set, bravely fighting to make the world a safer place. It is his courage and strength of character that people will remember when they think of Roy, a memory that will burn brightly during these continuing days of conflict and grief.

Roy was known for his dedication to his family and his love of country. Today and always, Roy will be remembered by family members, friends and fellow Hoosiers as a true American hero, and we honor the sacrifice he made while dutifully serving his country.

As I search for words to do justice in honoring Roy's sacrifice, I am reminded of President Lincoln's remarks as he addressed the families of the fallen soldiers in Gettysburg: "We cannot dedicate, we cannot consecrate, we cannot hallow this ground. The brave men, living and dead, who struggled

here, have consecrated it, far above our poor power to add or detract. The world will little note nor long remember what we say here, but it can never forget what they did here." This statement is just as true today as it was nearly 150 years ago, as I am certain that the impact of Roy's actions will live on far longer than any record of these words.

It is my sad duty to enter the name of Roy P. Lewsader, Jr. in the official record of the United States Senate for his service to this country and for his profound commitment to freedom, democracy, and peace. When I think about this just cause in which we are engaged, and the unfortunate pain that comes with the loss of our heroes, I hope that families like Roy's can find comfort in the words of the prophet Isaiah who said, "He will swallow up death in victory; and the Lord God will wipe away tears from off all faces."

May God grant strength and peace to those who mourn, and may God be with all of you, as I know He is with Roy.

TRIBUTE TO ROBERT E. STURM

Mr. HARKIN. Mr. President, at the end of this week Robert E. Sturm will retire following a long and distinguished career of exemplary service to the U.S. Senate, most recently as chief clerk of the Committee on Agriculture, Nutrition and Forestry. We could not have had a more capable, conscientious and dedicated chief clerk for these many years. More important, though, we will miss Bob's friendly helpfulness to each member of our committee, to all of the staff who work on and with our committee and to the many members of the public who follow the work of our committee.

Bob Sturm began his service to the Senate 33 years ago in 1974, shortly after graduating from college, as a mail room clerk for Senator Birch Bayh of Bob's home State of Indiana. He served as mailroom clerk and mailroom manager for Senators Dick Clark of Iowa, Donald Stewart of Alabama, and Russell B. Long of Louisiana. For 2 years he was an office systems consultant for the Senate Computer Center where he assisted 14 Senate offices and helped lay the groundwork for today's Senate-wide computer network.

Bob served as Senator PATRICK LEAHY's office manager before he became the financial clerk and systems administrator for the Committee on Agriculture, Nutrition and Forestry in 1987, when Senator LEAHY became chairman. Bob was promoted to chief clerk for the committee under Chairman DICK LUGAR in 1995 and has held the position under several succeeding chairmen. Of course, I was pleased to have Bob continue as chief clerk when I became chairman in 2001. He then continued in that position when Senator COCHRAN and Senator CHAMBLISS chaired the committee and when I once again became chairman earlier this year. It is a tremendous testament to